

**REIMAGINE**

**REVITALIZE**

**REASSERT**



**MAIN**



# Streetscape Improvements

- Reducing to 3 lanes could help slow traffic
- Vista to Downtown
- Two Interchanges with Interstate
- Parking can be an issue both day and night, and is a premium
- Consolidate bus stops
- Bike Lanes are good for the community
- Allow commerce, including large truck accessibility
- Restaurants driving parking issues
- Speed of vehicles on north end of corridor
- Mid block crossings (at Naugatuck)

## Last Meeting

## This Meeting

Design preferences for incorporation in the corridor



## POSSIBLE ELEMENTS OF A COMPLETE STREET



### ACTIVE SIDEWALKS

Sidewalks should be smooth, wide, feel safe, and have appropriate transitions to the street, making them easy to walk or use a wheelchair on

### DEDICATED BIKE LANES

Simple pavement markings creating a dedicated bike lane make both motorist and bicycle movement more predictable, and therefore safer for both. They may increase the likelihood of casual riders using bicycles for transportation

### ACTIVE ROADWAY

One lane of car traffic going in each direction with a two-way-left-turn-lane (TWLTL) in the center would reduce the amount of car crashes by providing turning vehicles a refuge from through traffic, while keeping through traffic moving more efficiently

### SAFE CROSSWALKS

Clearly marked crosswalks allow pedestrians and wheelchair users to cross streets safely, while making sure cars know where to expect them

### PLANTING STRIP

Street trees and landscaping may slow traffic, improve the aesthetics of the roadway, provide shade, and create a buffer between cars and people, making a more inviting environment for pedestrians

### GREEN SPACES

Parks and public green spaces create a destination, encouraging community interaction and providing a rest from the surrounding urban environment

# Streetscape Improvements

A Better Today



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↑ MAIN ST

# Streetscape Improvements

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## Median

Existing:  
Striped  
Medians  
Sporadically  
(Turn Lanes)

# Streetscape Improvements



**Median Islands**

Potential Condition

Raised Median Island

# Streetscape Improvements



## Bus Stops & Shelters

Existing Condition

Stops & Shelters outside curb

## Bus Stops & Shelters

### NORTHBOUND

Stop #	Stop Name	Pos	Shelter	Xfer	Routes	On	Off	Notes
1099	MAIN ST & OPP EARLE ST	MB			40	1	17	Eliminate bus stop
1100	MAIN ST & OPP KENSINGTON ST	MB			40	3	72	
1101	MAIN ST & WINDSOR ST	FS		Y	32, 34, 36, 40	0	1	Eliminate bus stop; Transfer available at Main opp Kensington
1102	MAIN ST & ATHLETIC CLUB	MB			32, 34, 36, 40	5	19	
1103	MAIN ST & OPP CLEVELAND AVE	MB			32, 34, 36, 40	5	8	Eliminate bus stop
1104	MAIN ST & OPP MONTVILLE ST	MB			32, 34, 36, 40	1	12	
1105	MAIN ST & FISHFRY ST	NS			32, 34, 36, 40	3	31	Eliminate bus stop
1318	MAIN ST & OPP TOWER AVE	MB		Y	32, 34, 36, 40, 92	3	12	Combine with Stop #1107
1107	MAIN ST & OPP ROSEMONT ST	MB			32, 34, 36, 40, 92	3	14	Combine with Stop #1318
1108	MAIN ST & 3580 MAIN ST	MB			32, 34, 36, 40, 92	5	46	
1109	MAIN ST & CT WORKS CAREER CTR	MB			32, 34, 36, 40, 92	5	29	

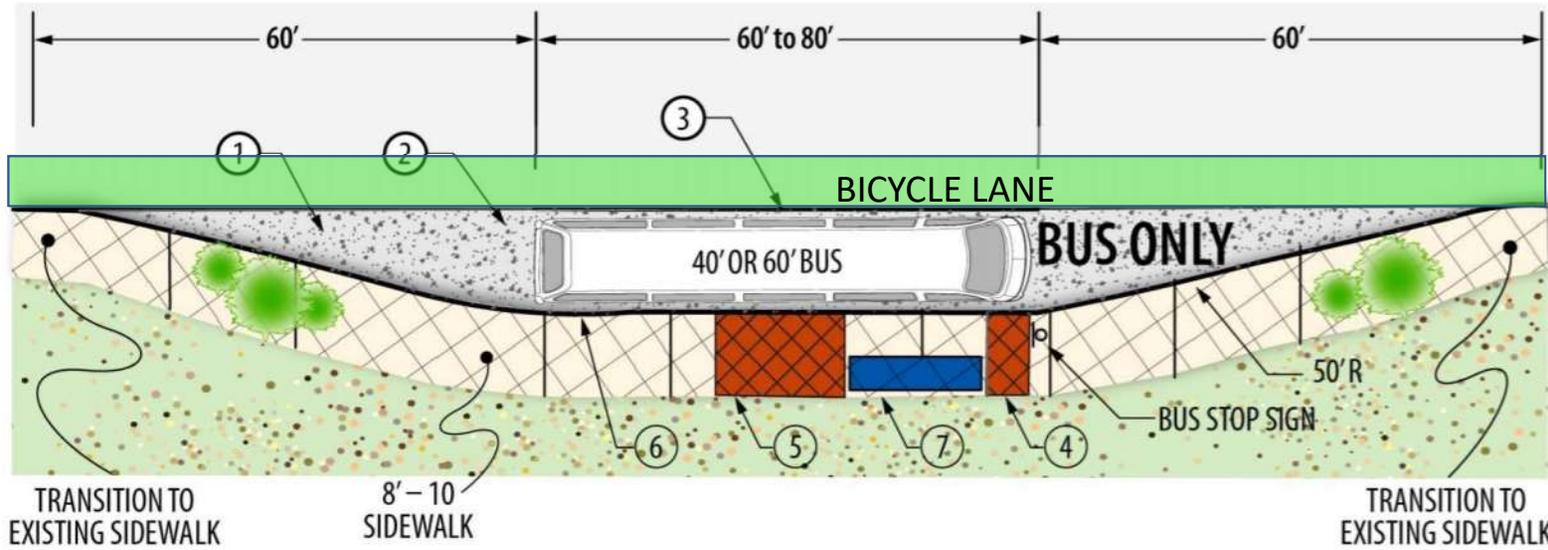
### SOUTHBOUND

Stop #	Stop Name	Pos	Shelter	Xfer	Routes	On	Off	Notes
1122	MAIN ST & ST MONICAS CHURCH	MB			32, 34, 36, 40, 92	18	4	
1123	MAIN ST & ST MONICAS APT	MB	Y		32, 34, 36, 40, 92	71	6	
1124	MAIN ST & ROSEMONT ST	NS			32, 34, 36, 40, 92	15	6	Eliminate bus stop
1125	MAIN ST & TOWER AVE	NS	Y	Y	32, 34, 36, 40, 92	43	10	Relocate stop & shelter (before right turn lane or after intersection) or designate lane "Right Turn Only Except Buses"
1126	MAIN ST & OPP FISHFRY ST	MB			32, 34, 36, 40	14	3	Eliminate bus stop
1127	MAIN ST & MONTVILLE ST	FS	Y		32, 34, 36, 40	39	27	
1129	MAIN ST & STAR HARDWARE	MB		Y	32, 34, 36, 40	73	5	
1130	MAIN ST & KENSINGTON ST	FS			40	0	1	
1131	MAIN ST & EARLE ST	NS			40	34	5	Eliminate bus stop

Potential elimination or consolidation of 8 stops (5 Northbound, 3 Southbound)

# Streetscape Improvements

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REVITALIZE  
REASSERT  
↑ MAIN ST



Bus Stops & Shelters

Potential Conditions

Bus Lanes

Bus Turnout

Floating Stops



# Streetscape Improvements



## Bus Stops & Shelters

Potential Condition



Standard & Alternative Shelters

REIMAGINE  
REVITALIZE  
REASSERT  
↑ MAIN ST

# Streetscape Improvements

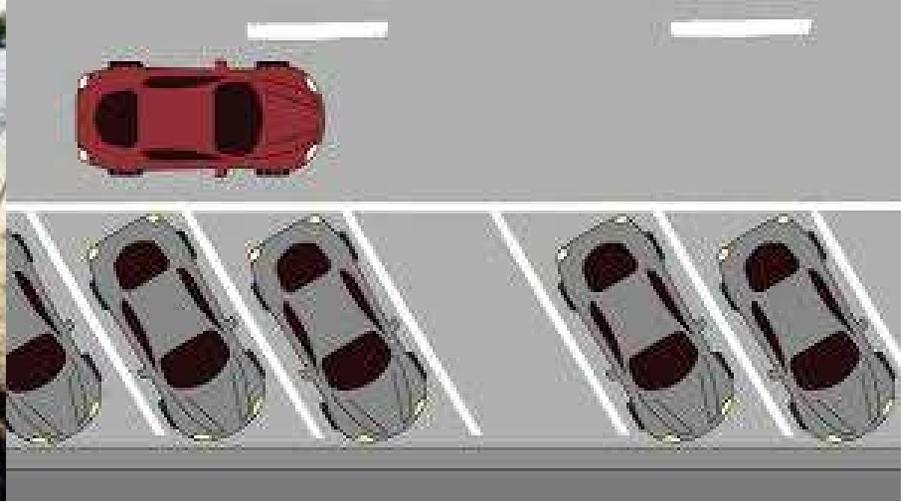


## Parking On-Street

Existing Condition

Portion of Corridor – Right Travel Lane at Off-Peak Hours

# Streetscape Improvements



## Parking On-Street

Potential Condition:

Rush-hour drive times for two-mile stretch:  
 AM = 29.8 minutes  
 PM = 23.8 minutes

What's different from the 3-Lane Concept?  
**Shared-use paths** for pedestrians and cyclists replace sidewalks and cycle tracks on both sides

Street parking on both sides provides a **barrier** between moving vehicles and people

Center medians prevent head-on collisions between turning vehicles and make pedestrian crossings safer



Angled,  
 One-Side,  
 Both-Side

REIMAGINE  
 REVITALIZE  
 REASSERT  
 MAIN ST

# Streetscape Improvements



## Bicycle Facilities

Existing Condition:



Portion with Bike Lanes (within curb)

Portion with None

# Streetscape Improvements



## Bicycle Facilities

Potential Condition:

- Buffered Bike Lane
- Separated Bike Lane
- Parking Buffer



# Streetscape Improvements



## Bicycle Facilities

Potential Condition:

Bike Facilities Outside Curb Line

One or Two Way

# Streetscape Improvements

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## Side Walks

Existing Condition

Narrow Walk

Plain Concrete

Some Paver Banding

# Streetscape Improvements

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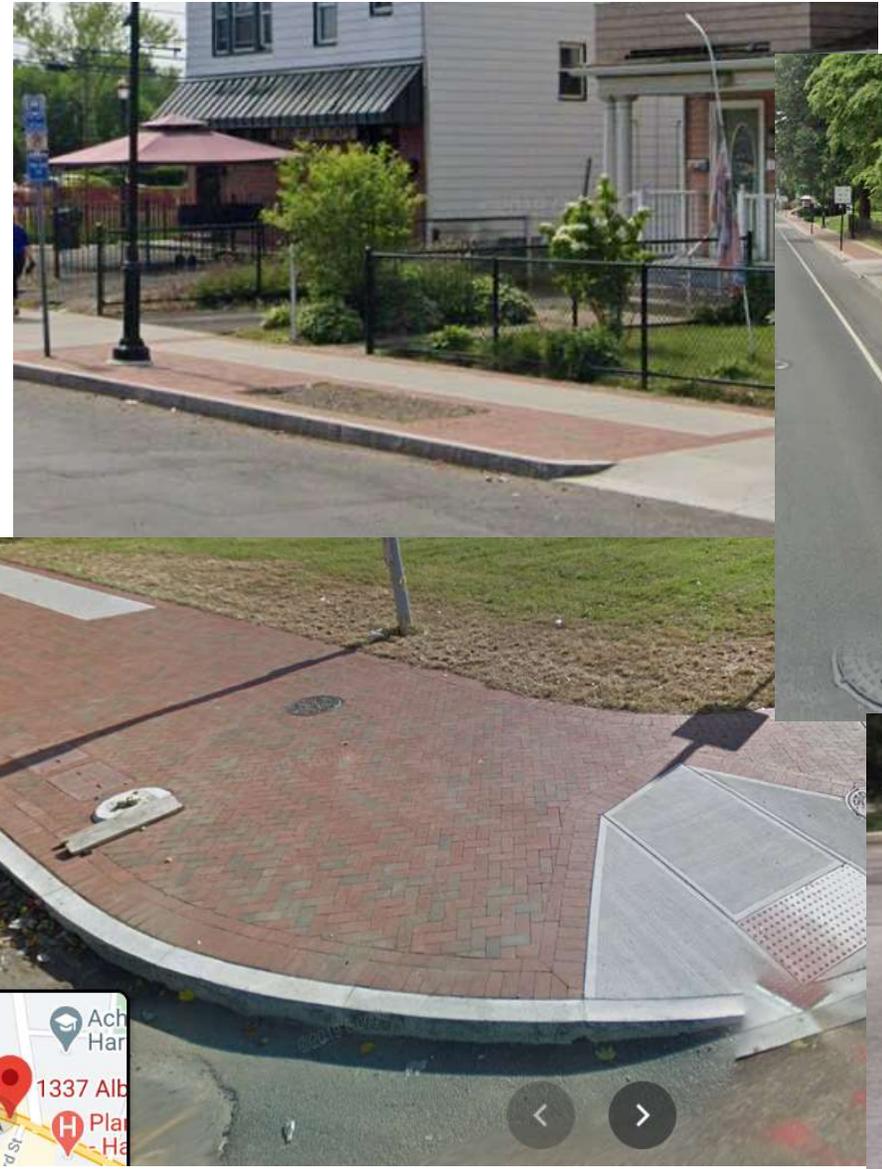
## Side Walks

Potential Condition

Expanded Width  
Concrete Sidewalk with Paver Accent (Street Trees)

Standard Width  
Concrete Sidewalk with Paver Accent

# Streetscape Improvements



## Side Walks

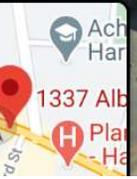
Potential Condition

Alternative Materials

Concrete with Stamped Accent

Paver path with Concrete Accent

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# Streetscape Improvements



Crosswalks: Kensington, Windsor, Cleveland, Montville, Tower, Fuller Brush



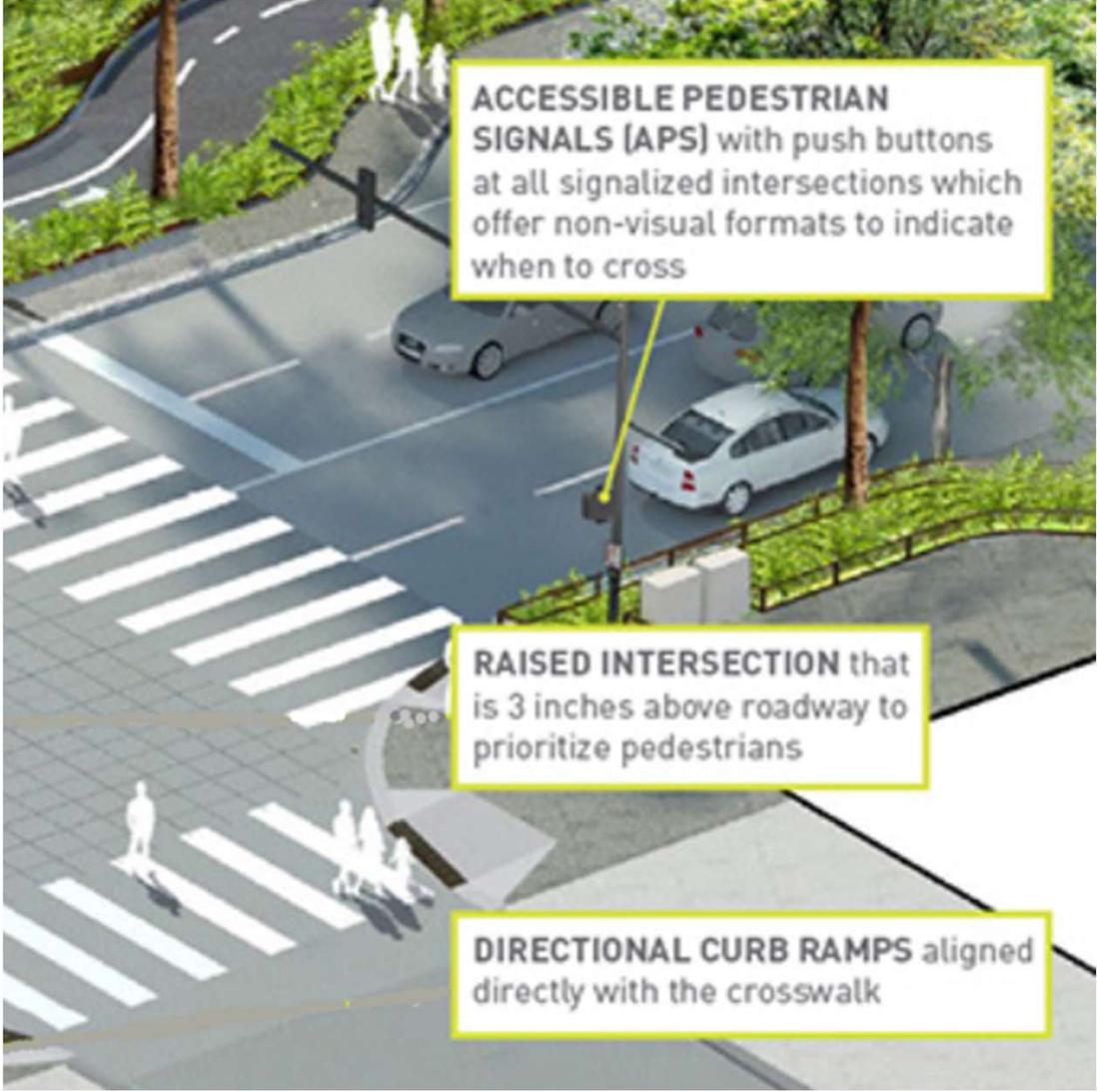
## Cross Walks

Existing Condition

Up to 1,600 foot spacing

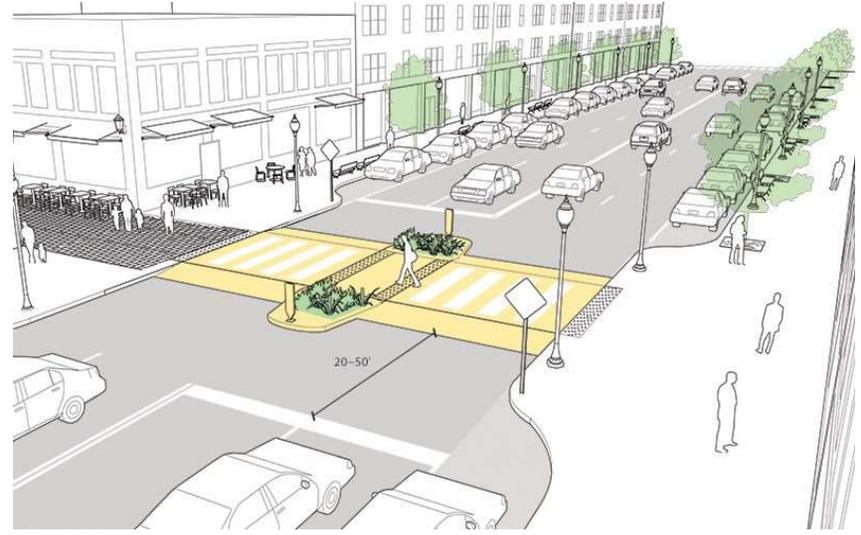
Simple Ladder Design

# Streetscape Improvements



# Cross Walks

Potential Condition:  
Raised Intersection or Crosswalk



# Streetscape Improvements



## Cross Walks

Potential Condition:

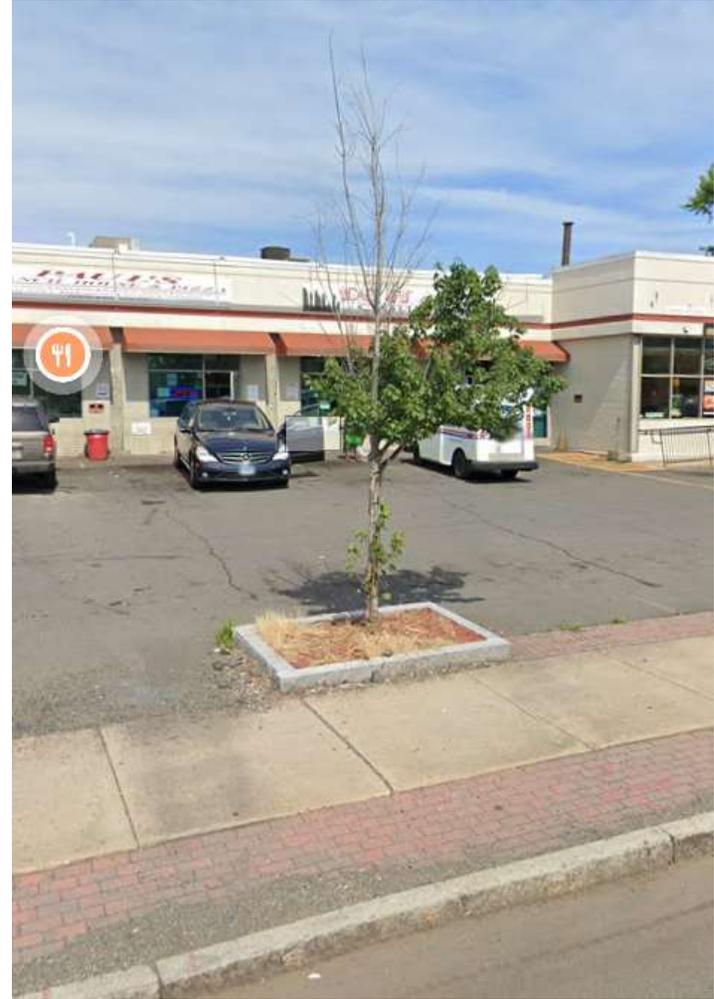
Artistic

Stamped Asphalt

Paver

# Streetscape Improvements

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## Greenery

Existing Condition

Minimal Street Trees

Grass Strip at curb

# Streetscape Improvements

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REASSERT  
↑ MAIN ST



## Greenery

Potential  
Condition  
at Curb

Street  
Trees in  
Planting  
Strip

Grass Strip  
at Curb

Planting  
Strip

# Streetscape Improvements



## Greenery

Potential  
Conditions

Raised  
Planters

Buffered  
Planters

# Streetscape Improvements

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REASSERT  
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## Lighting

Existing Condition

Mix of Decorative and Standard Fixtures

# Streetscape Improvements

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REVITALIZE  
REASSERT  
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## Lighting

Existing  
Condition  
(Cont.)

Mix of  
Decorative  
and  
Standard  
Fixtures

# Streetscape Improvements

REIMAGINE  
REVITALIZE  
REASSERT  
↑ MAIN ST



Potential  
Conditions:



# Lighting

# Streetscape Improvements



## Street Furniture, Etc...

Potential Conditions:  
Benches, Trash Receptacles, Public Art,  
Etc....



# REIMAGINE, REVITALIZE & REASSERT MAIN STREET

Thank you for your time, and see you next week!

Please contact the project manager, Paul Bengtson, with any questions or comments about this project

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Project Webpage: <https://tinyurl.com/NorthMainStreet>

